recommendations made in the Fourth Meeting of the Indo-Japan Railway Task Force held in December, 1992; and

(d) the action being taken by Government thereon?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) No, Sir.

(b) Does not arise.

(c) During the fourth meeting of Indo Japan Railway Working Group held in November December, 1992, the areas identified for the possible cooperation were, establishing of Research Wing in Workshops and Production Units, engaging an expert for the Calcutta Metro, seeking technology in the field of PRC OHE masts, optic fibres, 3phase EMU, OHE maintenance and also training of Indian Engineers.

(d) Three Railway engineers have been trained in Japan under this cooperation programme. Project proposals for seeking cooperation in the field of overhead equipment maintenance and optic fibre technology for block and control communication have been sent to Japanese Government.

Construction of New Station Building at Vadodara

4020. SHRI SUSHIL KUMAR SAMBHAJI RAO SHINDE:
SHRIMATI VEENA VERMA:
SHRI RAJUBHAI A. PARMAR:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the foundation of the new station building at Vadodara on western Railway was laid in December, 1988;

(b) if so, what is the progress in construction thereof;

(c) the reasons for inordinate delay in construction thereof;

(d) whether this delay is coming in the way of industrial and other development of Vadodara; and

(e) what is the planned schedule for construction of the new building?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF): (a) to (e) Although the foundation stone for the construction of a new station building on the West side at Vadodara was laid in December 1988, the proposal was dropped on reconsideration. However, an entry from the West side has been provided by extending the foot-over bridge and constructing a booking office. With the provision of two Computerised Passenger Reservation terminals in the City and one at the station, need for further augmenting the facilities by provision of a new station building on the West side does not exist at present.

Market price of Surplus Railway land in Gujarat

4021. SHRI ANANTRAY DEVSHANKER DAVE: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the Central Government insist for prevailing market price for the surplus land of the railway of Jamnagar—Surendrananagar cities of Gujarat State;

(b) whether it seems reasonable for claiming market value when the lands in question has been allotted to the railway free of cost at the time of the princely States;

(c) whether the Central Government intend to solve the problem by agreeing to part with the land either free of cost or on normal rate; and

(d) whether the Central Government intend to solve this long standing problem at an earliest date?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) and (b) The extent rules do not permit relinquishment of surplus railway land without realization of the current market value of land.

(c) No, Sir.

(d) Yes, Sir. However, this depends on the State Government's acceptance of the conditions for relinquishment of railway land.

Survey for new railway lines in Uttar Pradesh

4022. MAULANA OBAIDULLAH KHAN AZMI: Will the Minister of RAILWAYS be pleased to state:

(a) whether any survey for new railway lines has been conducted in Uttar Pradesh; and

(b) if so, what are the details thereof?

THE MINISTER OF RAILWAYS (SHRI C.K. JAFFER SHARIEF): (a) Yes, Sir.

(b) A statement is attached.

Statement

Following surveys for new lines in Uttar Pradesh were carried out during the last 10 years

S.No.	Project	Year	Length in kms	Cost in Rate of return
1.	Mirzapur-Badohi(BG)	1985	38	25.75 Negative
2.	Gorakhpur-Anand Nagar Parallel BG and Anand Nagar-Nautanwa convertion and extension of BG line in Sonauli	1986	88	69.00 6.9%
3.	Dhampur-Afzalgarh-Kalagarh and Afzalgarh-Aligar(BG)	1987	80	56.64 Negative
4.	Dhampur-Afzalgarh-Kalagarh and Afzalgarh-Kashipur(BG)	1987	77	54.96 Negative
5.	Dadhoganj-Auhad (Sandi) restoration	1988	27	11.58 0.68%
6.	Kanpur-Badaun(BG)	1989	113	62.76 Negative
7.	Sahjanwa-Dohrighat	1989	103	132.71 Shelved
8.	Shahjahanpur-Badaun	1989	113	62.16 Shelved
9.	Mau-Ghazipur City	1992	14	39.24 Negative
10.	Tanakpur-Ghat-Bageshwar	1992	154	650.2 Negative
11.	Tarri Ghat-Gaji Pur	1993	8	93.53 Negative
Surveys in progress				
	Daurala-Bijnor via Hastinapur		67	
	Ramnagar Chaukhatia		149	
	Agra-Etawah		135	
	Sitapur-Nanpara		135	
	Sitapur-Baharaich			
	Kasganj-Aligarh			
	Kasganj-Etah		353	

नई दिल्ली में रैली के लिये विशेष रेलगाड़ियां

4023. श्री गोविन्दराम मिरी:

श्री राघव जी:

क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) 14 जुलाई, 1994 को नई दिल्ली में आयोजित कांग्रेस (आई) की रैली के लिए रेल विभाग ने कितनी रेलगाड़ियां चलाई थीं और इस पर रेल विभाग को कुल कितना खर्च करना पड़ा था;

(ख) क्या रेल विभाग को इन रेलगाड़ियों के आरक्षण शुल्क और किराये के रूप में इस पार्टी से कोई भुगतान प्राप्त हुआ है और यदि हां, तो इस संबंध में कुल कितनी राशि प्राप्त हुई है तथा यह राशि कब प्राप्त हुई है;

(ग) क्या रेल विभाग को इस संबंध में सारी धनराशि प्राप्त हो गई है अथवा कुछ बकाया है और उसका ब्यौरा क्या है;

(घ) इन रेलगाड़ियों में कुल कितने व्यक्तियों ने यात्रा की थी; और

(ङ) क्या अन्य राजनैतिक दलों को दिल्ली में रैलियों के लिए रेल विभाग द्वारा इसी प्रकार की सुविधा उपलब्ध कराई गई थी और यदि नहीं, तो इसके क्या कारण हैं?

रेल मंत्री (श्री सी. के. जाफ़र शरीफ): (क) से (ग) 68 आवक स्पेशल और 69 वापसी स्पेशल गाड़ियां रेलों ने विशेष गाड़ियों के चालन के लिए सभी प्रभारों सहित पूरी रकम वसूल कर ली गई है, विभिन्न स्थलों पर आयोजकों के विभिन्न प्रतिनिधियों से लगभग 3.14 करोड़ की कुल धनराशि वसूल की गई थी।

(घ) विशेष गाड़ियों में ले जाए गए यात्रियों की संख्या इन गाड़ियों में लगे सवारी डिब्बों की वहन क्षमता के अनुसार थी।

(ङ) अन्य राजनैतिक दलों द्वारा मांग करने पर भी इस प्रकार की सुविधाएं मुहैया कराई जाती हैं।

Annual plan 1994-95

4024. SHRI DILIP SINGH JUDEV: Will the Minister of RAILWAYS be pleased to state:

(a) what are the main features of the Railway Annual Plan for the year 1994 95;